

Chapter 35, Article V, Section 35-512(a) is amended as follows:

## **35-512 Streetscape Planting Standards**

### **(a) Applicability**

#### **(1) Generally**

In addition to developments subject to the Landscaping Standards, above, the following shall be subject to the Streetscape Planting Standards as provided herein:

- A. all developments with five (5) or more parking spaces; and
- B. all developments requiring Subdivision review.

Streetscape Planting Standards shall ~~not~~ apply to any street classified as a Collector, Secondary Arterial, or Primary Arterial in Table 506-1 and to all streets and trails, except alleys, in Table 506-2 ~~Street classification unless Street Trees are required by the Street Improvement Standards, § 35-506(d), above.~~

#### **(2) Expansion**

When a building or parking lot is enlarged, the requirements of this Section shall be applied incrementally such that landscaping shall be required in the same proportion that the enlarged building area or off-street parking area has to the existing development. For example, a ten percent (10%) increase requires ten percent (10%) of the required street trees, with a minimum of one (1) tree to be planted.

#### **(3) Waivers and Exemptions**

Should existing site conditions and/or existing development of the property render the planting of Street Trees impracticable, the Applicant may submit a waiver or modification request in accordance with § 35-483 of this Chapter. Local streets within a residential subdivision which service residential lot driveways shall be exempt from the requirements of this Section.

Chapter 35, Article V, Section 35-506(d), Table 506-3 and Table 506-4 are amended as follows:

## **35-506 Transportation and Street Design**

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### **(d) Cross-Section and Construction Standards**

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**Table 506-3**  
**Conventional Street Design Standards**

| Street Type                                   | Marginal Access | Alley  | Access to Conservation Subdivision | Local Type A    | Local Type B          | Collector                | Secondary Arterial <sup>1</sup> | Primary Arterial <sup>2</sup> |
|---|-----------------|--------|------------------------------------|-----------------|-----------------------|--------------------------|---------------------------------|-------------------------------|
| <b>ROW (minimum)<sup>8</sup></b>              | 36'             | 24'    | 36' 34'                            | 50'             | 60'                   | 70'                      | 86'                             | 120'                          |
| <b>Pavement Width<sup>8</sup></b>             | 26'             | 18-24' | 24'                                | 28'             | 40'                   | 44'                      | 48'                             | 72-48'                        |
| <b>Grade (maximum)<sup>3</sup></b>            | 12%             | 12%    | 12%                                | 12%             | 12%                   | 7%                       | 5%                              | 5%                            |
| <b>Grade (minimum)<sup>4</sup></b>            | 0.5%            | 0.5%   | 0.5%                               | 0.5%            | 0.5%                  | 0.5%                     | 0.5%                            | 0.5%                          |
| <b>"K" Crest Curve</b>                        | 30              | NR     | 30                                 | 30              | 30                    | 55                       | 70                              | 70                            |
| <b>"K" Sag Curve</b>                          | 35              | NR     | 35                                 | 35              | 35                    | 55                       | 60                              | 60                            |
| <b>Centerline Radius (minimum.)</b>           | 100'            | 50'    | 100'                               | 100'            | 100'                  | 400'                     | 700'                            | 1,200'                        |
| <b>Stopping Sight Distance</b>                | 75'             | 75'    | 75'                                | 110'            | 150'                  | 200'                     | 300'                            | 300'                          |
| <b>Curb</b>                                   | No              | No     | No                                 | Yes             | Yes                   | Yes                      | Yes                             | Yes                           |
| <b>Median</b>                                 | NR              | NR     | NR                                 | NR              | NR                    | NR                       | 14' min.                        | 14' min.                      |
| <b>Sidewalk Width (see Subsection (q)(5))</b> | NR              | No     | 4'/6' <sup>10</sup> One Side Only  | 4' <sup>9</sup> | 4'/6' <sup>6,10</sup> | 4'/6' <sup>10</sup>      | 4'/6' <sup>10</sup>             | 4'/6' <sup>10</sup>           |
| <b>Bike Facilities<sup>6</sup></b>            | NR              | NR     | NR                                 | NR              | NR                    | City Option <sup>5</sup> | Yes Path <sup>5</sup>           | Yes Path <sup>5</sup>         |
| <b>Streetscape Planting</b>                   | NR              | No     | NR                                 | NR              | NR                    | Yes                      | Yes                             | Yes                           |
| <b>Planting Strips</b>                        | NR              | NR     | NR                                 | NR              | 2' Min.               | 2' Min.                  | 2' Min                          | 2' Min.                       |

Notes and Rules of Interpretation:

NR designates the item is not required.

Table 506-3 is required for conventional option subdivisions (see § 35-202) or subdivisions not subject to Table 506-4, below), except for « Access to Conservation Subdivision », which apply only to Conservation Subdivisions (§ 35-203).

<sup>1</sup> For Secondary Arterial Type B right-of-ways designated on the Major Thoroughfare Plan, the required right-of-way will be a minimum of 70' with 86' at the intersections as determined by the Director of Development Services.

<sup>2</sup> For Primary Arterial Type B right-of-ways designated on the Major Thoroughfare Plan, the required right-of-way will be a minimum of 70' with 120' at the intersections as determined by the Director of Development Services.

<sup>3</sup> See Figure 506-2.

<sup>4</sup> 0.4% Optional with concrete curb and gutter.

<sup>5</sup> Bike path and sidewalks can be combined. See section 35-506(d)(4).

<sup>6</sup> When designated on bicycle master plan as approved by City Council.

<sup>7</sup> Entry portion without parking.

<sup>8</sup> Right-of-Way and pavement width requirements in established neighborhoods can be waived by the Director of Development Services as required on Capital Improvement Projects

<sup>9</sup> Sidewalks shall be 4 foot in width with a planting strip.

<sup>10</sup> Sidewalks shall be 4 foot in width with a planting strip or 6 foot in width without a planting strip.

**Table 506-4**  
**Traditional Street Design Standards**

| <b>Street Type</b>                            | <b>Trail</b> | <b>Alley</b> | <b>Lane</b>        | <b>Local</b>       | <b>Avenue</b>      | <b>Main Street</b> | <b>Boulevard</b>   | <b>Parkway</b>     |
|---|--------------|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| <b>ROW (minimum)</b>                          | 14'          | 20'          | 38'                | 48'                | 82'                | 58'                | 124'               | 86'                |
| <b>Pavement Width <sup>1</sup></b>            | 8'-14'       | 10'-12'      | 16'-18'            | 22'- 27'           | 27'-48'            | 28'-36'            | 44'-70'            | 44'+               |
| <b>Grade (maximum)</b>                        | 10%          | 10%          | 10%                | 10%                | 7%                 | 7%                 | 7%                 | 5%                 |
| <b>Grade (minimum) <sup>4</sup></b>           | 0.5%         | 0.5%         | 0.5%               | 0.5%               | 0.5%               | 0.5%               | 0.5%               | 0.5%               |
| <b>"K" Crest Curve</b>                        | NR           | NR           | 30                 | 30                 | 55                 | 55                 | 55                 | 70                 |
| <b>"K" Sag Curve</b>                          | NR           | NR           | 35                 | 35                 | 55                 | 55                 | 55                 | 60                 |
| <b>Curb Radius</b>                            | N/A          | 15'          | 15'                | 15'                | 25'                | 15'                | 25'                | 25'                |
| <b>Centerline Radius <sup>2</sup></b>         | 95'          | 50'          | 90'                | 90'                | 250'               | 600'               | 500'               | 1,000'             |
| <b>Stopping Sight Distance</b>                | 75'          | 75'          | 110                | 110'               | 150'               | N/A                | 300'               | 300'               |
| <b>Intersection Sight Distance</b>            | 15'          | 15'          | 15'                | 25'                | 75'                | N/A                | 150'               | 150'               |
| <b>Curb</b>                                   | No           | No           | Yes                | Yes                | Yes                | Yes                | Yes                | No                 |
| <b>Median</b>                                 | N/A          | N/A          | N/A                | N/A                | 14' in.            | N/A                | 14' min.           | 14' min.           |
| <b>Sidewalk Width (see Subsection (q)(5))</b> | N/A          | No           | 4'/6' <sup>7</sup> | 4'/6' <sup>7</sup> | 4'/6' <sup>7</sup> | 4'/6' <sup>7</sup> | 4'/6' <sup>7</sup> | 4'/6' <sup>7</sup> |
| <b>Bike Facilities <sup>3, 6</sup></b>        | N/A          | N/A          | No                 | No                 | Yes<br>Path        | City<br>Option     | Yes<br>Path        | Yes<br>Path        |
| <b>Streetscape Planting</b>                   | Yes          | No           | Yes                | Yes                | Yes                | Yes                | Yes                | Yes                |
| <b>Planting Strips</b>                        | N/A          | N/A          | 6'                 | 6'                 | 6'                 | City<br>Option     | 6-11'              | 7-20'              |

**Notes and Rules of Interpretation:**

NR designates the item is « not required »

Table 506-4 applies only to the following development options: Commercial Center (§ 35-204), Commercial Retrofit (§ 35-206), Traditional Neighborhood Development (§ 35-207), and Transit-Oriented Development (§ 35-208), except as provided in footnote 5, below.

<sup>1</sup> See Table 506-4A below. The smaller street width with on-street parking prohibited, or the larger street width coupled with on-street parking on one or both sides of the street, may be provided if the adjoining buildings are provided with (1) an NFPA 13D fire sprinkler system for Single-Family Dwelling Units, One Family Attached Dwelling Units, Two-Family (Duplex) Dwelling Units, Two-Family Attached Dwelling Units; (2) an NFPA 13R fire sprinkler system for Multi Family buildings; or (3) an NFPA 13 fire sprinkler system for Commercial Building.

<sup>2</sup> Lesser radius can be approved by the Director of Development Services.

<sup>3</sup> Bike path and sidewalks can be combined. See section 35-506(d)(4).

<sup>4</sup> Optional 0.4% with concrete curb and gutter.

<sup>5</sup> Any provision in Table 506-3 (entitled "conventional street design standards") notwithstanding, interior streets in a subdivision that would otherwise be required to comply with the provisions of Table 506-3 may instead comply with the provisions of Table 506-4 (entitled "traditional street design standards"), regarding pavement width requirements only, provided that the connectivity ratio (see subsection (e), below and § 35-207(g) of this Chapter) shall comply with the requirements for a Traditional Neighborhood Development. The proposed development shall comply with footnote 1 hereto. Pursuant hereto, street types in such subdivisions shall comply with Table 506-4 as follows: An Alley shall be required to meet the street width standards for an Alley as provided in Table 506-4; a Conservation Access street shall be required to meet the street width standards for a Lane; a Local Type A street shall be required to meet the street width standards for a Street; a Local Type B street shall be required to meet the street width standards for an Avenue; a Collector street shall be required to meet the street width standards for a Main Street; a Secondary Arterial shall be required to meet the street width standards for a Boulevard; and Primary Arterial shall be required to meet the street width standards for a Parkway.

<sup>6</sup> When designated on bicycle master plan as approved by City Council.

<sup>7</sup> Sidewalks shall be 4 foot in width with a planting strip or 6 foot in width without a planting strip.